

# PLANS AND PROGRESS

DEPARTMENT OF CITY PLANNING

## COMMUNITY PLAN ANNOUNCED

A plan for a modern residential community in the Central South Area of Chicago was announced by Mayor Richard J. Daley on November 29.

The department prepared the plan, with Skidmore, Owings and Merrill, architects, and James C. Towns Jr. as consultants.

Boundaries of the Central South Area are the Southwest Expressway (2400 south) on the north, Lake Michigan on the east, the Chicago Junction Railroad (4000 south) on the south and the New York Central (100 west) on the west.

The plan recommends two areas for immediate action:

--Redevelopment of the "gap area" now separating Lake Meadows and the Illinois Institute of Technology. It would contain approximately 10,000 new dwelling units. Boundaries are 31st, South Parkway, 35th and Michigan. Several private developers have expressed a strong interest in rebuilding this section.

--A Technical Research Center in the area bounded by 35th, Michigan, Pershing and State. It would be closely related to the Armour Research Foundation of the Illinois Institute of Technology.

Included in the 950-acre area are some of the city's major urban renewal projects--Lake Meadows, Prairie Shores, and the Illinois

### THE CENTRAL SOUTH AREA:

Boundaries: Southwest Expressway on the north, Lake Michigan on the east, Chicago Junction Railroad (4000 south) on the south, New York Central (100 west) on the west.

Total Acres: 950

--431 acres (45 per cent) in redeveloped areas, where rebuilding programs are under way.

--162 acres (17 per cent) in designated areas, scheduled for redevelopment, but for which final site plans have not yet been prepared.

--357 acres (38 per cent) in non-designated areas, in need of redevelopment, but not yet scheduled.

Institute of Technology. Public and private rebuilding programs are under way or planned in 62 per cent of the area.

The plan also makes longer-range recommendations for the development of the community. Each proposal would be subject to further review by public agencies and citizens' groups. Financial and relocation requirements would be carefully analyzed in the detailed planning for each project.

Long-range proposals of the plan are:

--Construction of nearly 13,000 additional new dwelling units, for a total of approximately 23,000 modern apartments and town houses. Developed according to the plan, the area would contain more units than it does now. Emphasis would be on medium- and low-rental apartments.

--Expansion space for medical institutions.

--A system of parks and landscaped walkways linking all parts of the community.

--An island with beaches and boat docks off the lake shore.

--Schools and convenience goods shopping areas in each of eight neighborhood units.

--Traffic arteries, separated from residential areas and related to the expressway system.

This plan is one of a series for predominantly residential communities, now under way by the department.

### CENTRAL SOUTH AREA PLAN PRESENTED AT CIVIC MEETING

More than 1,200 civic leaders, public officials and city planners attended a November 29 meeting at McCormick Place, where the plan for the Central South Area of Chicago was announced. Mayor Richard J. Daley was the featured speaker.

The South Side Planning Board sponsored the luncheon meeting, in cooperation with the department, the Chicago Plan Commission and other agencies.

H.A. Leedy, South Side Planning Board chairman, served as master of ceremonies for the meeting. Fahey Flynn, radio-television commentator, narrated a visual presentation of developments in the community--Lake Meadows, Prairie Shores and the Illinois Institute of Technology.

Planning Commissioner Ira J. Bach; Clair M. Roddewig, chairman of the Chicago Plan Commission; and Phil A. Doyle, executive director of the Chicago Land Clearance Commission, spoke on current programs in the area.

William E. Hartmann, managing partner of Skidmore, Owings and Merrill, described the proposals of the plan with Bach. The firm served as consulting architects on the project.

"This plan proposes a long-range program for the complete rebuilding of the Central South Area," Bach said. "Accomplishment of the two key recommendations--the Technical Research Center and redevelopment of the gap area--would pave the way for the other proposals."

Other organizations which participated in arrangements for the meeting were the City Council Committee on Planning and Housing, the Chicago Association of Commerce and Industry, the Chicago Central Area Committee, the Chicago chapter of the American Institute of Architects, the Chicago section of the American Institute of Planners and the Metropolitan Housing and Planning Council.



Commissioner of City Planning Ira Bach (center) discusses scale model of Central South Area Plan with Phil A. Doyle, executive director, Chicago Land Clearance Commission (left) and Clair M. Roddewig, chairman, Chicago Plan Commission (right).

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Community design is a primary feature of the plan. It proposes relating each building and group of buildings in a coherent, identifiable pattern.

The area immediately east of Michigan between 32nd and 33rd would serve as a community focal point. Here, high-rise apartment buildings would adjoin a park and small shopping plaza.

A wide, landscaped mall would provide an unobstructed view eastward through Lake Meadows to the lake. Pedestrian walkways would extend to the north and south, establishing a point of identification from all parts of the area.

Local residential areas would contain a variety of living units, with sub-neighborhoods of high-rise, medium-rise and low-rise housing. High-speed traffic would be routed around neighborhoods. Local streets would serve interior areas.

Nationally known hospitals and academic institutions are in the Central South Area.

Land immediately west of South Parkway and north of 26th Street is proposed for hospital expansion. The area east of South Parkway is recommended as a "land reserve" for long-range institutional development. This section would serve as a park as an interim use.

Nine public elementary schools and two public high schools now serve the community. The plan calls for new buildings to replace outmoded structures and meet increasing needs.

In each neighborhood, additional park space would adjoin schools. A system of landscaped walkways among parks would connect all sections of the community.

An island, constructed on land fill, would extend into Lake Michigan at the northern end of the Central South Area. It would provide space for beaches, recreation, parking and boating.

To protect residential areas from high-speed traffic, major arteries would adjoin, not cut through, neighborhoods. Some streets would be closed or used for local traffic only. Internal loop streets would provide interior access.

Carefully staged and controlled redevelopment would minimize relocation requirements at any given time. Displaced families would be assisted in obtaining improved accommodations with a minimum of inconvenience, in accordance with the city's relocation policy. No buildings would be demolished until all families have been satisfactorily relocated.

## CENTRAL OFFICE SPACE STUDY FORECASTS 13 MILLION ADDITIONAL SQUARE FEET BY 1980

New office space totaling 13 million square feet is expected to be added in downtown Chicago by 1980, according to a study conducted by Real Estate Research Corporation for the department.

Mayor Richard J. Daley announced the results of the study in November. The forecast was based upon a comprehensive inventory and analysis of office space in the central area.

The projected expansion would be equivalent to more than a dozen new Prudential Buildings. It would create 65,000 new downtown office jobs.

All predictions in the study assume that adequate transportation will continue to make the central area accessible from all parts of the metropolitan region.

Since the end of World War II, 3.9 million square feet of office space were constructed in 34 new central area buildings. Another 5.3 million square feet were converted to office use in existing buildings, such as the Old Boston Store and the Merchandise Mart.

Because 864,000 square feet of space were demolished to make room for new buildings and parking lots, the central area's net postwar gain was 8.5 million square feet. This is an increase of 21.6 per cent over the supply in 1945.

By the end of 1960, downtown Chicago will contain 47.6 million square feet of office space. Of that amount, 83.3 per cent will be occupied by private users and 11.4 per cent by government. Another 1.3

per cent will be private office space in non-office buildings, and 4 per cent will be vacant.

Two methods were used to obtain the forecast for 1980. First, net additions to office space occurred at an average rate of about 680,000 square feet per year between 1949 and 1960. It is probable that prevailing conditions during that period will continue over the next 20 years.

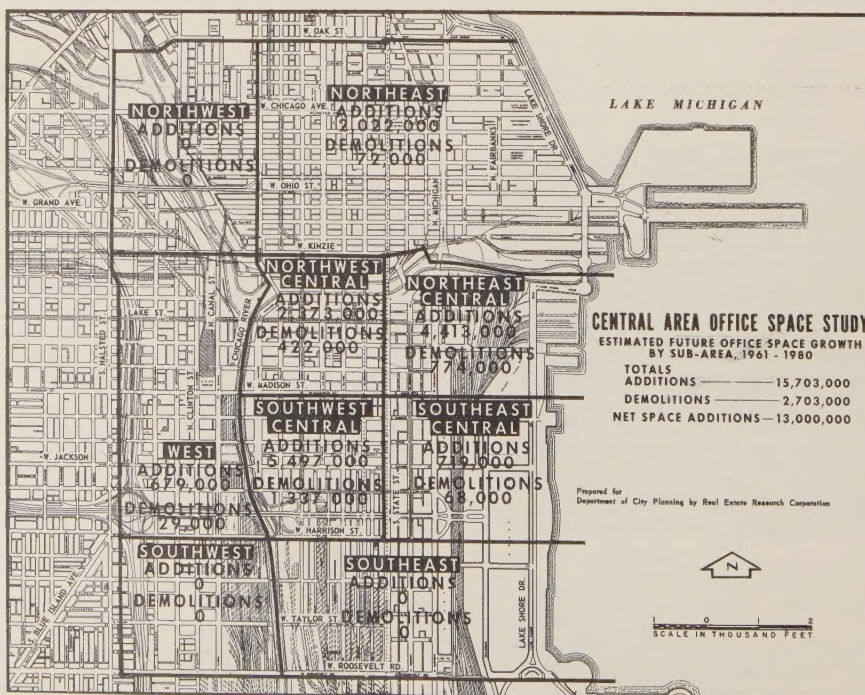
An addition of only 650,000 square feet per year until 1980 would produce a 13 million square foot increase. This would include space created by construction and conversion, and space used by governments.

The second forecasting method was to compare office space in the central area to the population of metropolitan Chicago. There has been a fairly consistent ratio over the past 30 years.

In 1930, there were 7.81 square feet of central area office space per person in the metropolitan area; in 1940, there were 8.15 square feet; in 1950, 7.31; and in 1960, 7.09.

Even if this ratio falls to as low as 6.40 by 1980, there would be a total of 60.8 million square feet by then, using the Chicago Area Transportation Study's 1980 population forecast of 9.5 million persons in the metropolitan area.

The difference between that total and the present total of 47.6 million square feet is 13.2 million or slightly more than the forecast obtained by the other method.





## PLANNERS' INSTITUTE HOLDS CONFERENCE

Where does planning stand in 1960? What has happened, to the ideas of the past? What are the methods used in current planning practice?

These were the major areas of concern at the recent annual conference of the American Institute of Planners, held in Philadelphia.

Lewis Mumford, Clarence Stein and Professor Charles M. Haar of the Harvard University Law School participated in a panel discussion on new towns.

"New towns were developed in England because planners believed in an experimental approach, not in the research approach of current planning in America," Mumford said.

He maintained that new towns, or self-sufficient satellite communities within metropolitan regions, are necessary to urban development in the United States.

Another panel participant, Professor Anthony Adamson of the University of Toronto, Canada, disagreed.

"New towns are not valid in contemporary American society. People don't want the best place to live, but the best place to make a living. They can make a better living in a sprawling metropolitan area, with its diversified employment opportunities, than in a cohesive community."

Planning techniques were discussed in several sessions. Representatives of the Chicago Area Transportation Study, the Pennsylvania Transportation Study (Philadelphia) and the National Capital Planning Commission (Washington, D.C.) discussed recent transportation analyses and projections.

The speakers predicted an increasing use of scientific data processing in planning.

James W. Rouse of the American Council to Improve Our Neighborhoods spoke on "Cities in the Sixties" at one luncheon.

He charged that "Planners have lost their spark. They have become practical men, no longer convinced of the do-ability of the noble plan."

A conference of the Western Great Lakes Chapter of AIP was held in Chicago on December 1 and 2. Its theme was "The Strategy of Planning." Speakers and participants discussed methods of mobilizing staff and community resources to accomplish planning objectives. Other subjects included state planning and professional ethics.

## Use of Scientific Research and Projections Stirs "Planning Versus Forecasting" Controversy

At this year's national conference of the American Institute of Planners, a substantial amount of time was devoted to discussions of scientific techniques in planning.

In recent years, the social sciences have refined research methods which were previously usable only to the physical sciences. Operations research, systems analysis and attitude surveys are playing an increasingly important role in urban planning.

Electronic data processing now allows for complete and rapid utilization of information in making projections. This method makes use of mathematical models which represent the data being analyzed. Machine data processing has been particularly valuable in transportation planning programs, such as the Chicago Area Transportation Study.

The growing use of these scientific research techniques has been largely responsible for the "forecasting versus planning" controversy.

On one side, those who maintain the validity of new forecasting techniques claim that they have enabled city planning and transportation planning to emerge from the "witch doctor" stage. They point out that land use forecasts have always been a necessary part of land use planning, and that machine data processing makes projections more complete and accurate.

Opponents of increasing reliance on forecasting methods claim that it is part of an over-emphasis on the techniques of planning. In the past, there was the ideal of the "city beautiful," then the "city social." Now, the ideal is the "city procedural."

This side maintains that planners have become so involved in the process of planning that they have neglected for what and for whom they are planning.

Another argument of this point of view is that forecasting tends to bind the planner to what has happened in the past. It makes no allowance for unanticipated breakthroughs in transportation or construction methods.

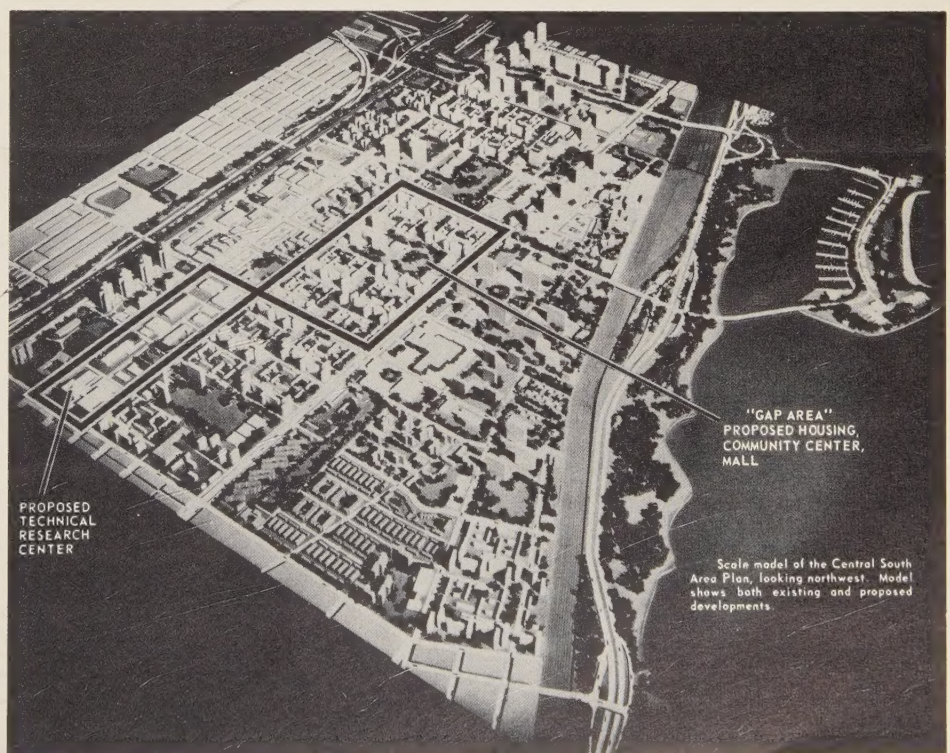
In this controversy, the real problem is to gain a clear understanding of how scientific research and projection techniques can serve planning.

Just as planning decisions cannot be entirely intuitive, neither can they be entirely mathematical.

The job of the planning agency is to clarify the objectives of the citizens which that agency serves, and then to spell out methods of attaining these goals.

Or, as a member of the department's staff recently described it, "Planning is the effort to kick destiny in the direction we want it to go."

Ira J. Bach





# DEPARTMENT OF CITY PLANNING

City of Chicago

Ira. J. Bach  
Commissioner of City Planning



Hon. Richard J. Daley  
Mayor

Clifford J. Campbell  
Deputy Commissioner of City Planning

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## SPECIAL COMMITTEE OF PLAN COMMISSION REVIEWS DEPARTMENT'S COMMUNITY PLANS

A special committee of the Chicago Plan Commission met in November to review the Central South Area Plan, previous to its announcement on November 29.

William Holabird is chairman of the committee. Other members are Virgil E. Gunlock, Robert N. Landrum, John T. Rettaliata and Ald. Arthur V. Zelezinski, chairman of the City Council Committee on Planning and Housing.

Commission Chairman Clair M. Roddewig and Commissioner Ira J. Bach are ex-officio members.

The special committee will continue to study additional community area plans prepared by the depart-

ment.

Review of the Capital Improvements Program has been another major item of business at the commission's November and December meetings.

Executive officers of city agencies and departments of government have discussed projects scheduled in the 1960-1964 program. This information will also provide a background for the commission's review of the 1961-1965 program, now in preparation.

William E. Downes, commissioner of the Department of Aviation, described work under way at the city's three airports.

Commissioner of City Planning Ira J. Bach is serving as guest critic at a series of graduate seminars in city planning and urban renewal at Yale University, New Haven, Connecticut.

Members of the seminar are in their third year of post-graduate study in city planning at Yale's School of Arts and Architecture. Bach will meet with the class several times each month between November and February.

Each student is preparing a plan for a proposed urban renewal area in New Haven. Bach will discuss their study techniques and design presentations for the area.